

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 1093

IN THE MATTER OF:

Served October 2, 1970

Application of D. C. Transit
System, Inc., for Temporary
Authority to Serve New Metro-
liner Station in Lanham,
Maryland.

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Application No. 617

Docket No. 218

Application of D. C. Transit
System, Inc., to Amend its
Certificate of Public Con-
venience and Necessity No. 5.

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Application No. 652

On March 27, 1970, D. C. Transit System, Inc. (Transit) filed Application No. 617 seeking temporary authority to operate a specialized experimental express bus service between points in Montgomery County and the Metroliner Station in Lanham, Maryland. By Order No. 1034, issued April 3, 1970, we granted 180-day authority to provide that service in line with a contract between Transit and the Department of Transportation (DOT) under which DOT would subsidize the service. Only four designated stops were to be made: one in Rockville, one in Bethesda, one in Montrose, and one in Silver Spring.

WMA Transit Company (WMA) protested Application No. 617 on the grounds that a portion of the service would duplicate transportation it was presently providing. Consequently, by Order No. 1042, we set a public hearing to examine the merits of WMA's protest. Hearing sessions were held on June 4, 1970, and June 24, 1970.

Now Transit has filed Application No. 652, seeking to amend its Certificate of Public Convenience and Necessity to obtain permanent authority to render the service in question. We shall take this opportunity therefore to rule on the matters raised by WMA and to decide on Application No. 652 in conformity with these rulings.

Having examined all the evidence presented by WMA, we do not see anything which would indicate that Transit's service was duplicative of any service WMA is presently providing, or in fact has any authority to provide. Transit's operation is closed-door from the Lanham Station to Silver Spring, an area not served by WMA. Although Transit's buses travel over a short segment of the John Hanson Highway, over which WMA presently operates closed-door express service to the District of Columbia, we do not see that the slightest duplication of service, or even potentially destructive competition, arises from this fact. WMA is free to seek authority to provide service to the Lanham facility from points in its service area and we find that Transit's service will not divert patrons from WMA.

WMA also proffered evidence which tended to show that both carriers had been aware of the possibility of conducting a joint operation, but we see no need for such an arrangement to be made before the service in question may be operated.

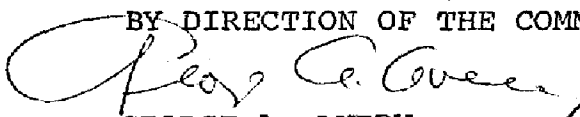
Transit's application for permanent authority is based on its desire to continue the experimental service at least so long as the Department of Transportation continues to subsidize it. Transit has stated that if ridership is not sufficient to support the operation when DOT withdraws its support, the run will be discontinued rather than be allowed to become a burden on the regular route rider.

We believe that it is in the public interest to attempt to generate new bus patrons where, as here, the present ridership is not burdened in any way by the experiment.

THEREFORE, IT IS ORDERED:

1. That Application No. 652 of D. C. Transit System, Inc. be, and it is hereby, granted effective October 3, 1970.
2. That Certificate of Public Convenience and Necessity No. 5, be, and it is hereby, amended by incorporating Fourth Revised Page 2, cancelling Third Revised Page 2, as attached hereto and made a part hereof.

BY DIRECTION OF THE COMMISSION:


GEORGE A. AVERY
Chairman

- No. 2 From junction MacArthur Boulevard and Maryland Avenue over Maryland Avenue to junction Ridge Drive, thence over Ridge Drive to junction Broad Street, thence over Broad Street to junction Maryland Avenue and return over the same Route.
- * No. 3 From junction 16th Street and East-West Highway over East-West Highway to junction Colesville Road, thence over Colesville Road to junction Capital Beltway, thence over Capital Beltway (I-495) to junction John Hanson Highway, thence over John Hanson Highway (U.S. 50) to junction Ardmore-Ardwick Road, thence over Ardmore-Ardwick Road to junction Cobb Road, thence over Cobb Road to the Metroliner Station at Lanham, Maryland, including all interchange points and access and interchange routes and return over the same route.
- No. 4 From junction MacArthur Boulevard and Tomlinson Avenue over Tomlinson Avenue and cut-off road to junction MacArthur Boulevard.
- No. 5 From junction MacArthur Boulevard and Sangamore Road over Sangamore Road to junction Army Map Service entrance and return over the same route.
- No. 6 From Washington, D. C. over city streets to the Maryland-D.C. Line, thence over Massachusetts Avenue to junction Goldsboro Road, thence over Goldsboro Road to junction MacArthur Boulevard and return over the same route.
- No. 7 From Washington, D. C. over city streets to the Maryland-D.C. Line, thence over River Road to junction Falls Road, thence over Falls Road to junction Van Buren Street, thence over Van Buren Street to junction West Montgomery Avenue and return over the same route.
- No. 8 From Washington, D. C. over city streets to the Maryland-D.C. Line, thence over Wisconsin Avenue and Rockville Pike to junction Maryland Highways 28 and 355, thence over Jefferson Street to junction Washington Street, thence over Washington Street to junction Montgomery Avenue, thence over Montgomery Avenue to junction Forest Avenue, thence over Forest Avenue to junction Anderson Avenue, thence over Anderson Avenue to junction Laird Street to junction Montgomery Avenue, thence over Montgomery Avenue and return over the same route.
- No. 9 From junction Wisconsin Avenue and Old Georgetown Road over Old Georgetown Road to junction Montrose Road, thence over Montrose Road to junction Rockville Pike and return from junction Rockville Pike and Old Georgetown Road over Old Georgetown Road.
- No. 9A From junction Old Georgetown Road and Democracy Boulevard over Democracy Boulevard to junction Westlake Drive, thence over Westlake Drive to junction Montgomery Mall Shopping Center and return over the same route.

